

INTIMATIONS.

A. S. WATSON & CO., LIMITED

CREMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED
WATERS.

Our AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For O. A. T. P. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for packages and Duties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all orders addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

- PURE AERATED WATER
- SODA WATER
- SPONGE
- POTASH WATER
- SELIZER WATER
- LITHIA WATER
- SARSAPARILLA WATER
- TONIC WATER
- GINGER ALE
- GINGERADE

No Credit given for Bottles that look dirty or grubby, or that appear to have been used for any other purpose than that of containing Aerial Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1906.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns can be accepted for consideration.

At the General Office, 10, Coleman Street, Singapore.

DEATH.
At the General Office, 10, Coleman Street, Singapore.

HONGKONG, JULY 11th, 1906.

A BRIEF paragraph in the Australian papers to hand by yesterday's mail states that it is now enacted at Tahiti and in the French islands in the Pacific that licenses to vessels to trade among the islands under the French flag will be granted only to such vessels as are half-owned and half-managed by French subjects.

In itself that is perhaps not of very great consequence, but the incident is useful as illustrating the tendency of French colonial policy.

The object of placing under the French flag vessels on French owned was of course to escape the extra burdens imposed upon foreign shipping, and the new enactment is intended to place the foreigner at an increased disadvantage. In Africa, in Asia, in Oceania France is feverishly trying to extend her possessions, not because such extension is rendered necessary or desirable by any existing French flag, but in the hope that she may thereby cut out the trade of other nations, more particularly that of Great Britain.

The policy of Russia is similar, though that power does not as yet look so far afield for fresh acquisitions as her republican ally. Wherever Russia adds a new slice of territory to her large dominions, there the foreign trader finds no welcome, and is tolerated only in so far as he cannot be dispensed with.

England, on the other hand, holds out an open hand to all nations, and the extension of her rule is synonymous with the progress of the world. In English territory a Frenchman or a Russian can trade on equal terms with the Englishman, but the Englishman in Russian or French territory is subject to various disabilities, of which the most recent is the one to which we have just referred.

It is impossible, therefore, that England should regard with any feeling of cordiality French colonial expansion. If France were working for the extension of trade and civilization England would have no reason to be jealous of her movements, but what may be thought with respect to civilization, with regard to trade the object is not extension but restriction, more particularly the restriction of British trade.

One of her most cherished designs is to cut off as far as possible British communications with South-Western China, and it is not only also she would like to annex Siam and to have the important British trade with that country at her mercy.

In the present situation it is deemed necessary to manufacture French difficulties, and the Press in the neighbouring French colony has recently been finding fault with the Active French Minister for not having been sufficiently energetic in registering protests to England.

As French subjects. It is also made a subject of complaint against him that he allowed an Englishman of war to visit Omboumbou, though how he could have permitted this is not very clear, and there is a further complaint that he allowed Siam to enter certain concessions to an English company in the province of Omboumbou. The vapourings of an irresponsible and hot-headed journalist are not necessarily to be taken as a declaration of a national policy, but in this instance there is only too good evidence that the utterances of the Saigon papers are not a very distorted reflection of the policy in favour of the Quai d'Orsay.

In speaking of French exclusiveness and of the designs entertained with reference to South-Western China we do not forget that foreign goods are allowed to be transported by the Red River route on easy terms, but that is a matter of necessity rather than of good-will.

Before the acquisition of Tonkin great stress was laid on the importance of the Red River as a commercial route, and, as there was no French trade to take advantage of its facilities when the territory came under French control, it was necessary to foster the foreign trade in order to show that the route was not an utter delusion; but there is no telling how soon a blow may be struck at this flourishing trade similar to that struck at the trade of Saigon a few years ago by the introduction of the tariff.

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THE ENGLISH MAIL.
 The P. & O. steamer *Edgar-End*, with the
 largest mail of the 14th inst. left Singapore
 today, for the following ports, and may be
 expected to arrive about Friday, the 12 h inst.
 packet brings replies to letters despatched
 Hongkong on 9th May.

THE CAMBODIAN MAIL.
 The C. P. steamer *Empress of Japan* arrived
 at Kobe at 11 a.m. on the 9th inst. and left
 at daylight for Nagasaki, Shanghai, and Hong-
 kong.

THE AMERICAN MAIL.
 The A. M. steamer *Peru*, with the American
 mail, left San Francisco for this port via Yok-
 ohama and Nagasaki on the 24th ult.

The A. O. steamer *Coptic*, with the Ameri-

THE INDIAN MAIL
The steamer *Chelidra*, from Calcutta and
etc., left Singapore for this port on the 8th
at 6 p.m.

MERCHANT STEAMERS.
The steamer *Opauk*, from Glasgow, Man-
chester, and Liverpool, left Singapore for this
on the morning of the 8th inst., and is ex-
pected here on or about the 11th inst.
The D. R. steamer *Gorda*, from Hamburg,

the N. P. steamer *Tacoma* arrived at Yokohama from Tacoma, and left again for Bombay on the 8th inst.

The P. & O. steamer *Aden* left London for Bombay on the 15th June.

The P. & O. steamer *Mantla* left London for Bombay on the 15th June.

POST-OFFICE NOTICES.

PAK DRIVE.—Closes at Post Office at 10 a. m. and 3 p. m. or in Letter Boxes in the City at 7 a. m. and 3 p. m. Trams. Letter boxes at Post will close at 12.30 and 4 p. m.

Post Office Notice.

The Postal Guide for 1893, revised to date and to be found in the *Chronicle* and *Directory*, 1893. This is the only authorised complete and correct copy of Postal information published in the Kingdom.

The authorised List of Mails issued in connection with this paper in the one published each day in our *Express*, which is corrected later than that given below.

A MAIL WILL CROSS

to-day, the 11th inst., at 11.30 A.M.
 For Port Darwin, Thursday Island, Cook-
 ern, Townsville, Brisbane, Sydney, and Mel-
 bourne. — Per *Chinghai*, to-day, the 11th inst.,
 at 3.30 P.M.
 For Shanghai. — Per *Paiyang*, to-day, the
 11th inst., at 3.30 P.M.
 For Straits and Calcutta. — Per *Arratoon*,
 to-morrow, the 12th inst., at 2.30 P.M.
 For Shanghai. — Per *Choyesang*, to-morrow,
 the 12th inst., at 3 P.M.
 For Singapore and London. — Per *Kikus*,
 to-morrow, the 12th inst., at 4.30 P.M.

17th inst. at 3.30 P.M.
 For Nagasaki, Kobe, and Yokohama.—Par
 yama, on Friday, the 19th inst. at 11 P.M.
 For Straits, London and Hamburg.—For
 Amuragashiro, on Friday, the 28th inst. at
 3.30 A.M.

MAILS BY THE BRITISH "ACCOMPLISH"
 The British Contract Packet *Accomplish* will
 (despatch on) **THURSDAY** the 13th
 inst. with Mails for the United Kingdom,
 Europe, and Countries beyond, viz: America;
 the Straits Settlements, Netherlands India,

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the *Paquets* leave at Noon.
The following hours will be observed in closing the mails for Europe, &c., by the English and French *Paquets*, when they leave at Noon. The French Order Office will be closed at 5 P.M. the day before.
THE A.M.—**Posting of Prices Current and Circulars.**
The usual hours will be observed in closing the mails, &c.

(Prices Current and Circulation may be obtained up to 10 o'clock on the day preceding by country, with the addresses all one way.)

9.00 A.M.—Registry census.

9.30 A.M.—Posting of newspapers, books, and pattern census.

10.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

**MAILS BY THE UNITED STATES
PACKET.**

will be despatched on SATURDAY, the 20th July, with mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

1.00 A.M. Registry closes.

1.30 A.M. Post Office closes, but correspondence may be posted on board the Pack-t with Late Fee of 10 cents extra postage until the time of departure.

FOR SALE

JUST RECEIVED.
 CREME DE CACAO.
 CREME D' ABRICOTS.
 BLACKBERRY BRANDY.
 CREME DE PRUNELLE.
 R. RICCO & Co.
 24, Queen's Road, Hongkong.
 Hongkong, 26th October, 1894. 12973

FOR SALE.
 CHAMPAGNE "MONOPOLE."

**PURVEYORS TO THE IMPERIAL & ROYAL
 COURT AT BERLIN & TO THE IMPERIAL
 COURT OF RUSSIA.**
**MONOPOLY RED SEAL (medium dry).
 Do. "sec" RED FOIL } (dry).
 Do. GOLD FOIL }
 DRY Do. do. (extra dry).**
CARLO WITZ & Co.,
 Sole Agents
 For Hongkong, China, and Japan.
 Hongkong, 1st July, 1855. 1359

FOR SALE.

C H A S. HEIDSIECK'S
CHAMPAGNE, 1889, WHITE SEAL

\$32 per case of 1 dozen quarts.

\$31 per case of 2 dozen pints.

E D. KRESSMANN'S
RED AND WHITE
BORDEAUX WINES.

C C HIBBERT & Co.'s

MAINZER BEER,
in Quarts and Pints.
SIEMSEN & Co.
Hongkong, 23rd April, 1895. 187

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessel during their stay in Hongkong.

ston & Co.
 ABBEYTON A. CAR. Brit. str. Hunsen-D
 Sisson, Sons & Co.
 BRAEMAR, Brit. str. Porter-Dodwell, Carill
 & Co.
 CAM, Brit. str. Mathias-Nippon Yusen
 Kaisha.
 CENTENNIAL, Amr. ship, Colcord-Master.
 FOUNDER STAY, Hawaiian bark, Geo. S. Wilson
 & Co. Owner.
 FORT SULLIVAN, Brit. th. Fletcher-Standa
 Oil Co.

